

# **COMMUNITY BASED ORGANIZATIONS**

## ***I. PROGRAM OVERVIEW***

The OTS Community-Based Organization (CBO) Program funds CBOs via contractual mini-grants through state, county, district, and city governmental agencies. OTS enlisted the participation of a variety of governmental “umbrella” or “host” agencies at the state and local levels. OTS generally defines CBOs as nongovernmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of public safety grants relies heavily on community access. This program substantiates the belief that CBO/governmental agency alliances will enhance community access and provide credibility in promoting traffic safety within individual communities.

Many of these grants provide education and technical support to multicultural communities. Funded grants employ media advocacy, coalition building, problem identification, task force, and/or advisory committees, combined resources and implemented solutions to address traffic fatalities and injuries. New and existing coalitions include citizens’ involvement as a critical part of establishing community priorities for identified problems.

## ***II. ACTION PLANS***

OTS and host agencies established standard criteria to be included in CBO requests for proposals. Criteria includes, but is not limited to, nonprofit status; longevity, reputation, and experience within the community; grant goals and objectives specific to traffic safety program areas; budgeting/funding issues such as advances and allowable costs; and reporting requirements. Established criteria will be incorporated into CBO contractual agreements. OTS continues two grants from prior fiscal years into fiscal year 2008.

### ***TASK 1 - OUTREACH PROGRAM TO COMMUNITY BASED ORGANIZATIONS***

CBO grantees conduct a variety of traffic safety activities and programs designed to impact local community and neighborhood traffic safety problems. These community and neighborhood traffic safety problems could include driving under the influence (DUI) of alcohol or other drugs, not wearing a safety belt, pedestrian safety issues, and not wearing bicycle helmets. The target audience could be multicultural and/or in languages other than English, children, teens, and adults, including those older than age 65. CBOs will implement innovative programs such as traffic safety art programs, safe routes to school programs, pedestrian and bicycle safety, school crossing guards, high school seat belt challenges, and anti-DUI programs. CBO grants will also distribute child safety seats and bicycle helmets to people in need. OTS will ensure that CBOs have proper traffic safety training and that people receiving child safety seats and bicycle helmets receive proper fitting and use instructions. The number in parentheses ( ) represents the number of mini-grants being funded.

<b>Grant #</b>	<b>Fund</b>	<b>Agency</b>	<b>Program Area(s)</b>	<b>FFY 2008 Funds</b>
CB0601	402	Los Angeles County (75)	AL, OP	\$161,154
CB0603	402	Los Angeles Community Development Department (11)	AL, OP	\$0
CB0801	406	Shasta County (8)	AL, OP	226,225